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[a40-2]

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[a45]

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[a1623]

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Swatow, 1st April, 1909. [562]

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Hongkong, 26th April, 1909.

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All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, MAY 26TH 1909.

Though it does not follow that the measure will become law, the Bill just introduced into the House of Lords at the instance of Lord Roberts for making service with the Territorial Force obligatory on all males between the ages of eighteen and thirty is significant of the change which public opinion in this direction is undergoing at home. For years we have realised that our voluntary system was not all that it might be and while we do not go so far as to say that system has failed, the feeling has undoubtedly been growing in the land that it did not furnish the country with the numbers which are now considered advisable in view of the great standing armies of the Continent. It has hitherto been regarded that the British army was adequate for purposes of defence, that "as the force behind the dominant, powerful navy it was ample for all it was likely to be ever called upon to do; but, rightly or wrongly, that feeling of security, born of a belief in the supremacy of the British Navy, is not now so generally held as it was. The reasons for this are obvious to all who have been following the trend of events during the past few months. While we must all deplore the panic which has been engendered at home by the disclosure of naval programmes, we may none the less admit that the discussion of the principle of compulsory military service is decidedly opportune, to say the least. The telegram which we published the other day announcing the introduction of the Bill necessarily gave no details beyond the fact that the Territorial Force was to be made

the basis of the new scheme, and that the period of compulsory military service was to be between the ages of eighteen and thirty. In discussing this measure we have to remember, of course, that the voluntary system, beloved by so many, is not the precious heritage it is fondly believed by sentimentalists to be. It has existed perhaps for about a century, and even then it has always been shadowed by the principle of compulsory service, the liability of every man to serve in the defence of his country. As a matter of fact our voluntary system is only as old as conscription itself. Until Napoleon introduced conscription, most European countries were content with a small standing army which was in many instances really the bodyguard of the King, but the large forces which the French Emperor was able to place in the field revealed the possibilities of the system. And so other countries followed his example, but none with the thoroughness that Germany has done. Britain, on the contrary, was content to rely on its old system, which, had the conditions in Europe remained the same, might still be adequate. But the conditions in Europe have not remained the same. Europe, in fact, has become an armed camp. Vast standing armies are found in all the large countries, beside which ours appears ridiculously inadequate; but to complicate the situation these nations are building navies which threaten the supremacy of our own. With an all-powerful navy we could perhaps do without a large army, but when the navies of other countries are becoming almost as powerful, or sufficiently powerful to suggest their successfully disputing with our own,

then we are bound to realise that our fighting force on land is not of that strength to impart any feeling of security or confidence. For many years army reform has been engaging the attention of the military authorities themselves and of Parliament, but beyond making petty changes which can only be described as tinkering, nothing radical was attempted until Mr. Haldane's Territorial Force was inaugurated last year. Of course opinions were divided as to the value of the scheme, though there seems to be a greater consensus of opinion now that the re-organisation was a decided advance on the system which it superseded. Still, at its best it could not be expected to provide the country with the large force for defensive purposes which present exigencies would indicate to be necessary, and so the feeling that we were drifting towards some form of compulsory military training has gained ground to such an extent that a bill to bring this about has been introduced into the House of Lords.

After all, there is no getting away from the fact that it is the logical sequel to recent events and present conditions. If we mean to have an army it should be effective. No matter whether we approve of war or not, we have to realise that men have not yet "beaten their swords into ploughshares," and that being so, we have to take natural precautions. A weak nation is a temptation to stronger nations, and the temptation is all the greater if the weak nation be rich. Therefore, unless we are prepared to throw down our arms and surrender ourselves upon the goodwill of the world, we must be able and ready to defend ourselves and the great empire of which we are justly proud. Consequently it follows that if we are to have an army and navy they should be equal to all possible calls. And it does not seem possible to attain this end under our present voluntary system. We do not impugn the patriotism of the people. We know that were Britain in danger her sons would take the field as readily as in the days of old. The spirit is still the same, but the fighting machine is not the same. Men are not universally trained in the use of arms, and therein lies our danger. Enthusiastic, patriotic, untrained men are of little use against a determined, trained soldier; but add efficiency in the use of arms and the steadiness which comes from drilling men together to their other qualities and we need have little fear that the manhood of Britain will give a good account of itself in all emergencies.

While the very word Conscription sounds repellant to British ears, it has to be admitted that there is not the same objection to a Citizen Army. Conscription interferes materially with the industrial and commercial life of the country. It takes away men from their occupations during their most receptive and studious years; but not so with a Citizen Army, the training for which can be accomplished in a short period of the year. A Citizen Army emphasises the duty which is apt to be overlooked these days, that every able-bodied man should be ready to take his part in the defence of the country, and that cannot be accomplished without some sacrifice on his part. He has to train himself to the use of arms, he has to make himself a military efficient, and that means he must give up time and perhaps money

to do so. A Citizen Army, though implying a nation under arms, does not involve a warlike frenzy. On the contrary, it will induce men to take a more sober and serious view of their responsibilities. It will not encourage but repress the jingo spirit, and we may be sure that wars in the future will not be so lightly entered upon as they have been in the past.

That the Territorial Force may be converted into a Citizen Army is a belief shared by other military authorities than Lord Roberts. "Add the principle of compulsion to the Haldane scheme," says a service journal, "and the skeleton is turned into living organisation." A National Army in the real sense of the word is created, and the burden of defence is equalised, while the security of the country is ensured. True, there will be many objections to the proposal which Lord Roberts has brought forward. Industrial difficulties will be pleaded. Financial anomalies will be quoted. But difficulties and anomalies exist at present, and as no reform can be accomplished without inflicting some hardships, we need not allow ourselves to be turned aside from a desirable principle by a few details insistently thrust under our notice in the hope that they may assume an importance which they do not deserve.

The Philippine Assembly has disallowed an appropriation of 10,000 pesos for the carnival next year.

The proposals to establish wireless telegraph stations at various points in the Philippine archipelago has had to be shelved as no money is available for the purpose.

During the hearing of a case in the Supreme Court yesterday, the Chief Justice said he wished that solicitors who had green ink typewriters would alter the colour of the ink, as the green was very trying on the eyes.

His Excellency The Chinese Minister in London has kindly consented to preside at the seventeenth anniversary festival in aid of the funds of The Newsweekers' Institution to be held in London next November.

For stealing a number of poles from a building under repair in Wing Lok Street, Mr. F. A. Hazelday yesterday sentenced a native to three weeks' imprisonment with hard labor and six hours' stocks.

Delegates Padilla of Pangasinan has introduced into the Philippine Assembly a bill to set aside the sum of P15,000 as a prize to be given to any individual or corporation that shall establish in the Philippines a factory for the manufacture of Portland cement.

The return of visitors to the City Hall Library and Museum for the week ending the 23rd May, 1909, shows that of non-Chinese there were 445 to the Library and 211 to the Museum, and of Chinese 242 to the former and 2,303 to the latter. The Library was, therefore, used by 687 persons and the Museum by 2,514.

The Straits papers announce the death of Mr. C. E. Spooner, C.M.G., general manager of the Federated Malay States Railways. Mr. Spooner took a trip to Hongkong at the end of last year for the benefit of his health. He was only in the 56th year of his age and his death is regarded as a great loss to the Federated Malay States. He had spent thirty years in the tropics.

At the Magistrate's yesterday before Mr. J. H. Kemp the coxswain of the steam launch Yuen Po was proceeded against for failing to observe the rule of the road. The hearing was adjourned for a week, and the defendant admitted to bail in the sum of \$100. This was the case previously reported, in which the launch ran a sampan down near Yau-mat, and one man was drowned.

Before Mr. J. H. Kemp at the Magistrate's yesterday, (Chan Lan Fong, assistant manager of the Kwei Tai Bank, Wing Lok Street, was charged with stealing or embezzling \$3,600. Mr. Davidson (of Messrs. Hastings and Hastings) p. accused, and Mr. Leo Almadena e Castro (Messrs. Goldring, Barlow and Morrell) represented the defendant. The case was remanded until to-day week, bail being allowed in the sum of \$5,000.

Gunner Pidgeon, of the R.G.A., appeared before Mr. Kemp at the Magistrate's yesterday charged with refusing to pay his tram fare. Defendant, who said he wished to proceed to Lyman, took a car to the terminus at Causeway Bay. There, he was told by the conductor to take another car, but declined to do so. Instead, he returned to the city; but declined to pay another five cent fare. Mr. Glendonning handed him over to the Police at No. 2 Station, and on appearing before the Court yesterday he was ordered to pay a fine of 85.

Lieutenant James R. V. Jackson, "The Buffs," has been seconded for service under the Colonial Office, with effect from 27th March. The vacancy for a lieutenant thus created has been filled by the promotion of Second Lieutenant C. D. G. Davidson, 2nd Battalion, Hongkong. Lieutenant Davidson received his commission in "The Buffs" in August, 1905, and has put in most of his service in the 2nd Battalion in South Africa and the East. Second Lieutenant N. S. Hart, "The Buffs," who was a supernumerary to the establishment whilst employed as aide-de-camp to his father, Sir Reginald Hart, K.C.B., late commanding the troops in Cape Colony, has been restored to the establishment.

The Hongkong Cinematograph which is now under entirely new management, besides showing a good series of pictures, has secured the services of Mr. Harold Evelyn (Ben Hur), who performs feats of strength. The strong man is particularly well developed and shows to great advantage the benefits to be derived from a systematic course of physical culture.

The death is announced of Capt. W. T. Layard, of the Northamptonshire Regt. Capt. Layard obtained his commission in 1892. He served in the China expedition of 1900, and obtained the medal with clasps. He was also awarded the medal of the Humane Humane Society for plunging into the Peiho River on August 5th, 1900, and saving the life of a Chinese.

"They can make ships at the docks, but they cannot sharpen axes." This was the opinion of a coolie who appeared before Mr. F. A. Hazelday at the Magistrate's charged with the larceny of a pick-axe from the Quarry Bay shipyard yesterday. The defendant told his Worship that he took the axe away to sharpen it, but as the magistrate did not believe the story he sentenced the defendant to six weeks' imprisonment and six hours' stocks.

During the three days ended noon yesterday five cases of plague were reported from various parts of the Colony. The return of the number of cases of communicable diseases for the week ended the 22nd May shows 13 cases of plague, of which 11 were fatal; 4 non-fatal cases of enteric fever (two being Europeans); 5 cases of small-pox (4 being Chinese and one Japanese). Three of the small-pox cases proved fatal.

Mr. W. Adams Oram of the Hongkong and Shanghai Bank, Shanghai has gone home on a year's leave. Mr. Oram was entertained at dinner by Mr. H. E. R. Hunter who succeeds him in the management of the Shanghai branch. The guests included many of the chief brokers and business men of Shanghai. A large number of friends assembled on the jetty yesterday to bid Mr. Oram good speed and a pleasant holiday.

Amoy readers will be interested in the following paragraph from the Manila (Able) in which it bears the heading Amoy no longer a dirty port: The City buys disinfecting ship from the Bureau of Health.—Amoy is now on a par with Hongkong as a port from which Chinese passengers may come to the Philippines almost with impunity as far as the public health laws of the islands are concerned. There was a time when it was necessary from time to time to declare both these ports "dirty" owing to the frequent outbreaks of cholera or plague, but since Hongkong installed a modern disinfecting plant that trouble has abated. The Bureau of Health has just sold to the authorities in Amoy a ship that was used formerly in Cebu for the purpose of disinfecting and which has become unnecessary owing to the installation of a new land plant. The ship was sold for 16,000 and will be taken at once to Amoy and that port will then be on a level with Hongkong and the need to declare it "dirty" will cease.

THE NEXT GYMKHANA.

We have been favoured with an advance proof of the programme for the second meeting at the Race Course, Happy Valley, which takes place on Saturday, weather permitting. There are seven entries for the Five Furlongs Flat Race; five for the Welter Race over half a mile; eleven for the Gymkhana Stakes; six teams are entered for the Tent Pegging; eleven ponies are entered for the One Mile Flat Race; and fourteen for the 14 Mile Flat Race. The programme therefore promises a most interesting meeting.

DEATH OF MR. R. D. WATT.

We regret to learn of the death last evening of Mr. R. D. Watt, superintending engineer of the Dock at Quarry Bay. Mr. Watt had been lying ill of typhoid fever at his residence at Quarry Bay for some weeks past.

The deceased gentleman was for many years superintending engineer of the China Navigation Co., at Shanghai, and came to fill a similar position at the new dock at Quarry Bay about eighteen months ago.

We regret to learn that the deceased gentleman's daughter is at present lying ill from the same disease.

LEGISLATIVE COUNCIL.

A meeting of the Council is called for tomorrow.

The Hon. Colonial Secretary will bring up the report of the Finance Committee. (No. 4)

The following are the Orders of the day:—
Second reading of the Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of Five hundred and twelve thousand two hundred Dollars and thirty-four Cents, to defray the Charges of the Year 1908.
Third reading of the Bill entitled An Ordinance to amend The Code of Civil Procedure.

Committee on the Bill entitled An Ordinance to amend The Public Health and Buildings Ordinances 1903-1908.

Committee on the Bill entitled An Ordinance for authorizing the Construction of a Tramway within the Colony of Hongkong.

LATEST STEAMER MOVEMENTS.

The C.N. Co's str. Kailong left Hilo on the 24th inst., and is due here on the 28th inst.

The I.G.M. str. Derfflinger which left here on the 19th inst. at noon, arrived at Singapore on the 23rd inst. at 7 p.m.

The Bank Line str. Aymeric arrived at Tacoma on the 22nd inst.

TELEGRAMS.

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[“DAILY PRESS” EXCLUSIVE SERVICE.]

EMPIRE DAY SHOOTING.

LONDON, May 25th.

Singapore's score in the "Daily Mail" Cup Contest was 757, giving an average of 94.62
[Hongkong's score was 660, an average of 82.05.]

LIBEL ACTION IN JAPAN.

Tokyo, May 25th.

The action for libel brought by Mr. W. T. R. Preston, Canadian Trade Commissioner in Japan, against the proprietors and the editor of the "Japan Daily Herald" of Yokohama, has resulted in a judgment in favour of the plaintiff for 5,000 yen. The defendants were also ordered to publish an apology.

[The action arose out of an article reproduced from a Canadian newspaper. The hearing of the case has extended over several months, and has excited considerable interest in the foreign communities of Japan, as Mr. Preston by his writings appears to have got himself into bad odour among the foreign merchants. Some of his statements have evoked protests from the Chambers of Commerce in Kobe and Yokohama. Mr. Preston's claim in the action was for 20,000 yen, damages, and a similar action against the Japan Chronicle is proceeding in the Courts.]

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS"]

GEOGRAPHICAL
EXPLORATION.

LONDON, May 25th.

The Royal Geographical Society has presented the Founders' Medal to Dr. Stein, in recognition of the valuable discoveries made by him in the course of his explorations in Chinese Turkestan.

The Murchison-Grant medal has been conferred on Captain Rawlings for his researches in Tibet, while Rai Sahib Lal Singh receives the Back Grant, in appreciation of their surveying expeditions from Yamen to Eastern (? Western) China.

THE LATE SIR DONALD CURRIE.

LONDON, May 25th.

The late Sir Donald Currie left estate valued at £2,377,052. His will contains no charitable bequests.

THE U.S. LEGATION AT
PEKING.

LONDON, May 25th.

Mr. Hays Hammond has declined the post of United States Minister at Peking.

ITALY'S NAVAL PROGRAMME.

LONDON, May 25th.

A dispatch from Rome with reference to Italy's amended Naval Estimates says the expenditure is placed at £17,600,000 sterling, spread over a period of six years.

This is an increase of £5,872,000, compared with the original estimates. The programme includes two Dreadnoughts.

INTERPORT CRICKET.

SHANGHAI, May 25th.

At the close of the second day Shanghai had made 294 in the first innings and 166 in the second, while Hongkong's score stood at 207 in the first and 193 for six wickets in the second innings. The feature of both days was the stand made by Garnett and Baird. The weather was fine, but cloudy, and for the second day the pitch was fast. Garnett took seven wickets in the first innings, and three in the second, while Baird took one in the first and five in the second. Scores are as follows:—

SHANGHAI.

1st Innings.	
Anderson	29
Barrett	24
Moule	4
A. E. Lanning	36
Humphreys	87
Walker	55
V. L. Lanning	0
McEuen	3
Dow	6
Billings (not out)	31
Harrison	6
Extras	11
Total	294

SHANGHAI.

2nd Innings.	
Anderson	24
Barrett	49
Moule	16
A. Lanning	2
Humphrey	0
Walker	3
V. H. Lanning	6
McEuen	32
Dow	2
Billings	27
Harrison (not out)	5
Total	166

HONGKONG.

1st Innings.	
Beadley	0
Green	27
Anderson	4
Garnett	74
Baird	46
Bagnall (not out)	40
Byrne	15
Innes (not out)	28
Extras	13
Brierley, Crookenden and Greenaway are to bat	
Total	207

HONGKONG.

2nd Innings.	
Beadley	19
Green	25
Anderson	22
Garnett	65
Baird	38
Bagnall	21
Byrne	1
Innes	2
Extras	9
Total	193

CANTON.

[FROM OUR CORRESPONDENT]

May 24th.

INAUGURATING THE SUNNING RAILWAY. The Board of Posts and Communications at Peking has called to Chan Mang Chang, Tao-tai of Industries, instructing him to attend personally to the inauguration of the Sunning Railway, which will take place on the 16th day of this moon. He is also directed to send competent deputies to examine the line before the inauguration takes place, and also to send in a full report of the construction of the railway.

CANTON-HANKOW RAILWAY—DEFECTIVE BRIDGES AND EMBANKMENTS.

It is reported that the Wu Tung Bridge, which is situated a short distance above Yuen Tsin, suddenly gave way last week. The bridge is now inclined on one side with a crack several inches wide. The publicity that this is due to poor material and bad workmanship. A photograph of the bridge has been taken for the purpose of instituting an action against the contractors.

Owing to the recent heavy rains the embankments in several districts on the trunk line have also given way, necessitating repairs before the trains could run.

DISCOVERY OF A LARGE BOMB. On the 20th inst. a detective of No. 2 station in the old Walled City discovered a large bomb hidden in a basket in a vacant house in Lau Fong street. The bomb weighed over 50 catties. The matter was reported to the station and four policemen were detailed by the office to convey the missile to the station.

EMPIRE DAY CELEBRATIONS.

The pupils of the Salyngpan Government School, showed their loyalty to the Empire under whose Flag they temporarily reside and are educated, in a befitting manner.

Notwithstanding the threatening state of the weather, which could not damp the ardour of such a party, two large launches crowded with boys under the care of their masters, left Jardine's Wharf, West Point, at noon for T'ien Mun, which was reached after a run of about 24 hours.

During the trip refreshments (cakes and lemonade) were dispensed with a liberal hand, and the time was pleasantly passed in listening to selections on Chinese musical instruments. After the party was landed a programme of sports in which the comic side was entered for was gone through. "Horse racing," "Search for money," "three-legged" and "wheelbarrow" races were among the items, and added a new zest to the events in which all joined; from the oldest to the youngest, with a heartiness which showed how thoroughly real the enjoyment was.

On the conclusion of the sports and the distribution of prizes to the successful competitors, rousing cheers for "The King" were given, which echoed through the valley and started the paddy birds and even the villagers.

Refreshments were spread on the beach and the party, now divided, some to bathe, and others to explore the district and visit the monastery which crowns one of the neighbouring hills. About 6.30 p.m. all re-embarked without misadventure and Hongkong was safely reached, all voting the day a "royal" one, and wishing that "Empire Day" occurred a little more frequently, at least, once a week.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. R. O. Hutchinson, President, and there were present Hon. Mr. P. N. H. Jones (acting Vice-President), Colonel Bedford, Hon. Mr. E. A. Hewett, Hon. Mr. A. W. Brewin (Registrar-General), Mr. A. Shelton Hooper, Dr. G. H. L. Fitzwilliams, Mr. Ho Kom Tong, Dr. F. Clark (Medical Officer of Health), Dr. Pearce (Assistant Medical Officer of Health), and Mr. W. Bowen Rowland (Secretary).

BATHING IN A FISH TANK.

The following correspondence in connection with the nuisance at the Western Market was laid on the table.

Mr. SHELTON HOOPER wrote on the 18th inst.—Sir, I annex copy of correspondence between the Government and myself relative to a nuisance at the New Western Market, which I will thank you to circulate to members of the Board. The incident referred took place at a time when the market was open to the public, as it is every day after dark. Owing to the prevalence of contagious diseases of the worst sort and skin diseases amongst the lower class Chinese, I consider the use of the fish tanks as baths a source of danger to the public health, an opinion which is shared by the medical men whom I have consulted on the matter.

Mr. HOOPER's letter to the Colonial Secretary, was dated 8th May, and was in the following terms:—Sir, Whilst inspecting the Western Market last evening at seven o'clock to report on the lighting of the same, I observed a Chinaman perfectly nude washing himself over the fish tank. Such a thing is not only disgusting and revolting but I consider it a danger to the public health. I would ask therefore that His Excellency the Governor be informed of it and give such directions as to put a stop to it.

"The reply of the Colonial Secretary, dated 12th May, was as follows:—Sir, With reference to your letter of the 8th inst., I am directed to state that the incident to which you allude took place after dark when all business in the market had ceased, and only a few stall holders were left washing up their stalls. Instructions have now been issued to the Inspector in charge in the market at about seven o'clock in the evening to see that there is no repetition of the occurrence, and the Head of the Sanitary Department will post a notice in the market informing all concerned that such a practice is forbidden."

Dr. FITZWILLIAMS minuted—It is satisfactory to receive the assurance that this will not occur again.

Hon. Mr. HEWETT minuted—I fail to see that the fact that the man was washing himself in the fish tank "after dark" affects the question to any appreciable extent. The objection is to the man using the tank at all as a bath.

Mr. HOOPER—Sir, I thought that this nuisance was of such a nature that the wider the publicity given to it the more chance there is of preventing a recurrence. There is no doubt as to the facts, for you, Sir, were with me and witnessed the occurrence. I therefore communicated to the Government direct, because it seems to me a little doubtful as to who has authority to instruct the Sanitary Department. I don't know whether the Sanitary Board have, though I think we have, but at any rate the Government have the right to instruct them. It was for this reason I communicated direct. The Government seem to have treated the matter rather lightly and are trying to discount the incident on account of it having taken place "after dark." Certainly it was after dark. The market is open to the public after dark, and it was for that reason we were there to report on the lighting. Any member of the public might have been present, man or woman, making purchases, and as I have said the thing is disgusting and revolting. I may take this opportunity of saying that I was informed a week before this incident took place that in this same market a Chinaman was seen deliberately committing a nuisance (which is unprintable). Now if you take two incidents together they will go far to show that there is something lacking in the supervision of the market. The Government in their reply alluded to the inspector in charge of the market. I was not aware that there was an inspector in charge of the market, because on September 6th, 1907, the Government informed the Board that, agreeable to the recommendations of the Commission, the office of inspector of markets had been abolished. Now, I would like to ask you, Sir, who are the officers responsible for the markets? Has the Veterinary Surgeon anything to do with the markets? And if not, who has taken his place? Moreover, I would like to know if there is any inspector of markets in charge, what his hours of duty are? Having said that, I should be glad to have an answer to these two questions.

The PRESIDENT—The Colonial Veterinary Surgeon has supervision over the meats sold in the market, while the actual cleanliness of the markets is under the Medical Officer of Health. Each market is under the inspector of the district in which it is situated.

Mr. HOOPER—Then I am right in my surmise that the Medical Officer of Health is left in charge?

The PRESIDENT—As regards the cleanliness, yes.

Mr. HOOPER—He will give his orders to the inspector?

The PRESIDENT—Yes.

Mr. HOOPER—Therefore I take it the Medical Officer of Health will see that this order of the Government is carried out.

The PRESIDENT—Yes.

Mr. HOOPER gave notice of his intention to ask the following questions at the next meeting of the Board:

"Is it a fact that in February and July 1908 Jey's Fluid, to the extent of 2,500 gallons, was

purchased through the Crown Agents at a cost of 3/6 per gallon, of 3/6 per gallon?"

"Also whether Jey's Fluid could not have been purchased locally at 3/- per gallon, and thereby effecting a saving of between £60 and £70."

"In what respect, if any, did the Jey's Fluid incident by the Government have differ from that obtainable locally?"

LIMEWASHING.

The limewashing returns for the fortnight ended 4th May showed that in the Eastern district 828 houses had been limewashed, in the Central district 1433, and in the Western district 2502. There had been no prosecutions.

Dr. FITZWILLIAMS minuted—These reports, especially the absence of prosecutions and exemptions, show a sub-department now working without friction.

MORTALITY STATISTICS.

The mortality statistics for the month ended 30th April gave a death-rate of 20 per 1,000 of the population of the whole colony per annum, and the death-rate for the foreign and British community was 18.2 per 1,000.

SUPREME COURT.

Tuesday, 25th May.

IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT.]

LEUNG SHUI KONG v. IMPERIAL BANK OF CHINA.

The Chief Justice and the Paines Judge sat to hear an appeal from the judgment of the Chief Justice in the case in which the Imperial Bank of China were plaintiffs and Leung Shui Kong defendant. Mr. W. W. Slade and Mr. H. G. Calthrop, instructed by Mr. H. H. E. Pollock, K. C. instructed by Mr. Geddes, of Messrs. Johnston, Stokes and Master, appeared for the respondents.

Mr. Slade, in opening, stated that this was an appeal from so much of the judgment of the Chief Justice as decreed that Leung Shui Kong was liable on the two heads of claim, which were that he was liable as guarantor of his deceased brother on a overdraft of his deceased brother with the plaintiff bank. The main question which their Lordships would have to decide was one of law. He proposed to submit taking every single finding of fact in the learned judgment of the court below that the right conclusion of law would be that the defendant was not liable. He would then submit that on certain small points the learned judge in the court below did not draw a correct inference from the facts before him.

The Chief Justice—The point is a very small one?

Mr. Slade—Yes.

Counsel proceeded with his statement and the hearing was adjourned.

THE FILIPINO DEMAND FOR INDEPENDENCE.

The Manila *Cablenews* of the 21st inst. reports:—The second session of the legislature closed at nearly one o'clock this morning with a lengthy speech of the Speaker in which he demanded the immediate independence of the Philippine Islands, declaring, as he did at the close of the previous session, that the country was ready for such independence.

The last act of the Assembly was to approve a motion that Manuel Quezon, who has been elected as the representative of the Assembly at Washington, should go armed with the words of the Speaker: "I declare before God and in the face of the whole world that the Filipino people are capable of self government and ready for their independence and that in view of the excellent showing the Assembly has made and the hearty congratulations of the Acting Governor General and his colleagues, that the Congress of the United States be called upon to grant the immediate independence of the Philippines."

Delegate Laguna, in the name of the Progressives, objected that time was not ripe for independence and asked that in the vote that was to be taken the Progressives minority be excused from voting. They were excused and the vote resulted in 49 being in favour, eight abstained and three were absent.

MISERY OF £15,000.

A Monte Carlo dispatch to the London papers last month read:—Playing at roulette at the Casino, a Polish visitor, gambling at two tables at the same time, won a large sum, said to exceed £12,000. The bank's funds had to be replenished three times within an hour and a half.

The same man yesterday won £3,200 and was playing again to-day, seemingly with equal success.

A peculiar point is the winner's extraordinary demeanour. When he loses not a muscle of his face moves, but after winning he becomes the picture of misery, much to the amusement of the huge crowd surrounding him.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 25th at 12.05 p.m.—The barometer has risen considerably on the N.E. coast of China, the depression lying over the N. part of the Yellow Sea yesterday, having moved away towards N.E.

Pressure has given away moderately over S. China, W. Japan and the Loochoos, another depression formed over the Yangtze Valley, having reached the E. coast of China, to the South of Shanghai.

Pressure is high over the Pacific to the E. of Japan.

Fresh S.W. and variable winds with squally weather may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.14 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (*) Same as No. 1.

Formosa Channel Same as No. 1.

South coast of China between Same as No. 1.

Hongkong and Mainland Same as No. 1.

(*) S.W. and variable winds, fresh; squally, thunderstorms.

SHIPPING NOTES.

The net profits of the Austrian Lloyd for 1908 are said to amount to about £1,400,000 and a dividend of £10 per share, or 2½ per cent., will probably be declared.

Sir Walter Roper Lawrence, Bart., G.C.I.E., has been appointed to the seat on the Board of the P. and O. Steam Navigation Company, vacant by the death of Major-General Sir Owen Tudor Burns.

The North German Lloyd will inaugurate the regular service between Singapore and German New Guinea by the s.s. *Sandakan*, measuring 1,800 tons. This vessel will touch at Batavia, Samarang, Soerabaya, Macassar, Ambona, Banda, and Netherlands New Guinea, while cargo will also be carried to Australia.

The Committee of Lloyd's decided towards the close of last year that in the public interest it was advisable that every underwriter should voluntarily submit his accounts to an independent audit. The proposal was generally accepted, and it is understood, a London paper says, that out of a membership of nearly 700 over 90 per cent. have successfully passed the audit. The examination of the accounts was based on the results of 1904, 1905, and 1906, and it is said that the total funds certified by the accountants as held by the members amount to nearly £80,000,000.

The Board of Posts and Communications at Peking has proposed to float a large shipping company with an enormous capital to start regular services of steamers on the Rivers and along the Chinese coast and to run steamers to Singapore, Java, Australia, San Francisco, Yokohama and Bombay, as and when it is thought expedient to do so. The capital is to be contributed by the Government and merchants equally, and the concern will be under their joint management. It is proposed to place an order at once with a well known German firm for ten steamers, and more vessels are to be built later on. But owing to the difficulty in raising the necessary funds the Government has not yet decided whether to accept the Board's proposal or not.

More than ordinary interest attaches to the advent in the North Atlantic trade of the new White Star liner *Laurentic*, of which, on the invitation of the directors, a visit of inspection was to be made at Liverpool last month. The sailing of this ship on her maiden voyage marks the entry of the White Star line into the Canadian transport trade, in fulfilment of the announcement made early last year that in association with the Dominion Line it was proposed to establish a weekly service between Liverpool, Quebec, and Montreal. The *Laurentic*, which is a single-funnelled two-masted steamer of about 14,500 tons, will be the largest vessel running to Canadian ports having accommodation for 260 first, 430 second, and 1,000 third-class passengers. It is in connexion with the design adopted for the propelling machinery, which is a combination of reciprocating engines and low-pressure turbines, that a notable departure from previous practice has been made. At present there is only one ocean-going steamer, which has adopted what is known as the "combined" system, and the *Laurentic* is the first passenger steamer in which plant of this type has been installed. If the combined system gives satisfactory results in the *Laurentic*, it is practically certain that the great White Star liners, *Olympic* and *Titanic*, of 45,000 tons each, now under construction by Messrs. Harland and Wolff, will also be driven by propelling machinery of the same type. More experience in service is however necessary before a final decision can be arrived at in view of the much larger horse-power which will be required to give these big liners the desired speed of 21 knots.

A sister ship to the *Laurentic* is now under construction and should be completed at an early date, and as she will be of the ordinary twin-screw type, it will enable comparative data between her performance and that of the *Laurentic* to be collected.

By the arrival of *Minnewaska* at Tilbury last month, preparatory for her maiden voyage to New York a notable addition has been made to the list of vessels unding to the Port of London. The new steamer is 615ft. long by 66ft. beam, with a gross tonnage of about 14,500, and she will be the largest vessel using the Tilbury docks. With the present dock accommodation, indeed, she practically represents the limit in size of vessels coming to the port of London. The *Minnewaska*, which has been constructed by Messrs. Harland and Wolff, of Belfast, will like other Atlantic Transport boats, carry first-class passengers only, and has accommodation for 326 passengers. The vessel has been designed for comfort rather than for high speed, and is an excellent example of the work of the well-known Belfast firm of shipbuilders. The *Minnewaska* is fitted for wireless telegraphy and with submarine signalling apparatus.

A report from the British Commercial Attaché at Yokohama states that two Japanese Government Bills relating to shipping and shipbuilding subsidies were recently read for the first time. At present, he says, three kinds of subsidies are given to shipping in Japan, viz.: (1) a general encouragement to navigation; (2) a subsidy to certain specially-ordered services; (3) a shipbuilding encouragement subsidy. It is proposed by the new Bill, which is called the "Ocean Lines Subsidies Law," to replace the first two so far as the ships plying

to distant countries are concerned. The subsidies to services in neighbouring seas, such as those to China, Corea, &c., will be continued as at present, i.e., up to 1914, the vessels employed will continue to enjoy subsidies under the old Navigation Encouragement Law, while the subsidies for specially ordered services will run for the terms for which they were voted, and will then doubtless be renewed. By the provisions of the new Bill the Minister of Communications is given power to grant a subsidy to Japanese subjects, or companies consisting solely of Japanese subjects, and during a period ranging from three to 10 years make them maintain a service on the following four routes: (1) European route; (2) North American route; (3) South American route; (4) Australian route. Vessels must be over 3,000 tons gross and 12 knots speed, and less than 15 years old. The Attaché adds, however, that his will probably be altered to 1,000 tons and 25 years. Foreign built vessels cannot receive this subsidy (this does not apply to vessels which have been on the Japanese register for less than five years, and for which the consent of the Minister of Communications has been obtained). The subsidy shall be given, according to the conditions of the route, at a rate of not more than 50 sen (about 1s.) per ton of gross tonnage for every 1,000 miles traversed at a speed of 12 knots, and for every extra knot the sum given will be increased by not more than 10 per cent. The subsidy will be reduced by 5 per cent. annually after five years. When foreign built vessels are used half of the above-mentioned sum is to be given. When vessels have been built according to special orders or are employed on a route not yet opened for five years, the sum may be increased by not more than 25 per cent. Supplementary regulations provide for the enforcement of the law from January 1, 1910. Ships which at that time are entitled under the Navigation Encouragement Law to a subsidy, or are being built with a view to enjoying that subsidy, may receive it until September 30, 1914, but vessels which take advantage of this clause to enjoy the old form of subsidy cannot benefit by the new one. The changes in the Shipbuilding Encouragement Law are as follows: No money shall be granted to any vessel of less than 1,000 tons gross (the present figure is 700), and instead of distinguishing between vessels of from 700 to 1,000 tons (for each ton of which class the present law allows 12 yen) and vessels of over 1,000 tons (for each ton of which the law allows 20 yen), a general provision will be made empowering the authorities to grant from 11 to 22 yen per ton according to their judgment. The authorities will also be able to forbid use of foreign materials in the equipment of the vessels, except in certain specified cases. Hitherto this clause applied only to the hull and machinery, but the addition of equipment has been suggested so as to aid native industries. The new law is to be enforced from January 1, 1910, and to remain in force for 10 years, but its provisions will not apply to ships for the building of which permission has already been obtained.

THE BUSHIDO SPIRIT IN JAPAN.

REMARKABLE STATEMENT BY A PROMINENT JAPANESE.

Mr. Takahashi, President of the Japan Hypothec Bank, has been interviewed by a member of the Liberal News Agency staff, to whom he made the following observations:—"Commercial and industrial circles that are not accompanied by credit are practically deprived of all power. They have no means of development. The commercial and industrial circles of Japan are altogether devoid of credit. Not only is this true of economic circles, but the same may be said with equal force of patriotism, filial obedience, and justice. The Dai Nippon Sugar scandal and the strikes of students serve as examples that Japan's civilization is nothing more than mere form. It seems to me it is nothing more than a veneer. The spirit of 'Bushido' is gradually vanishing, plunging our country into a state of confusion. The public are eagerly looking forward to the introduction of foreign capital, and people are pleased to obtain foreign loans at an extremely high rate of interest. This class of people seems to forget that credit is everything with us. If the credit of the people improves, foreign loans at a low rate of interest will surely be introduced. Capital is sadly lacking in our business circles. The capital of ¥20,000,000 or ¥15,000,000 advanced by our Company cannot meet the ever-growing demand. The spirit of 'Bushido' must be revived in order to draw capital to Japan. Since the Restoration, the study of applied science has been extensively made, and a materialistic tendency has permeated Japan. The tendency to spiritual downfall is something that is deplorable and striking. It was only the other day, when attending a garden party given by Prince Shimazu, I mentioned this fact to a friend of mine, who simply laughed at me, saying it was an old and nonsensical idea, but it seems to me that the great law of virtue must remain the same throughout all ages. The virtues of loyalty, filial obedience, benevolence and justice are cardinal virtues among us, but if anyone ignores these we must fall into the same position as Egypt and India. I have not the least doubt that the cultivation of the spirit of 'Bushido' will act as a great propeller in furthering the spiritual interests of our people. Fighting for justice and righteousness, we will be enabled to build up our character. The spirit of 'Bushido' must be revived. Why do not the business men of the world take a simple and honest course of action? The pessimistic views of Japan's future entertained by foreigners are due to this ignoble spirit. It is advisable that business men in Japan should learn the great law of causation, and fight boldly for the sake of justice and the country.—Japan Gazette.

How to be beautiful—Keep your complexion, Mrs. Ellen's Ointment, Laif Charman and Special Skin Tonic and Poudre Charman will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents, 453

THE SIKHS AND THEIR RELIGION.

The Sikhs are one of the most interesting and important peoples in the British Empire. They form the backbone of our native army in India, and are utilised as policemen in the Treaty ports of China, the Straits Settlements, Uganda, and all through the East. But, unfortunately, this virile and loyal sect, so useful to us in many quarters of the world, has a declining religion, and tends constantly to lapse back into the mass of orthodox Hinduism, from which it merely forms a militant offshoot. This tendency is checked as far as possible by the commandments of Sikh regiments in India, who insist upon all recruits taking the Fahl, or oath of baptism, which makes them true Sikhs; and Lord Kitson has been particularly keen on preserving the militant spirit of Sikhism. Under these circumstances, a book which gives an accurate translation of the Sikh Scriptures and a continuous history of their religion must increase their national self-respect and solidarity, and so be of considerable importance both to India and to the Empire.

It is not often nowadays that a man is found to devote a lifetime to a work even of this importance; but the author of the book in question, Mr. M. Macauliffe, has spent fifteen years in translating and collating the Sikh Scriptures, and writing the lives of the Sikh Gurus, or religious leaders. His book, entitled "The Sikh Religion, its Gurus, Sacred Writings and Authors," is now practically ready for production in six volumes, by the Clarendon Press. There is already in existence a translation of the "Guruth," or Sikh Bible, by Dr. Trumpp, a German missionary, who was subsidised by the Government of India for the purpose; but this translation is highly inaccurate, and is not recognised by the Sikhs themselves. At the invitation of the leading Sikh of the Punjab, Mr. Macauliffe resigned the Indian Civil Service fifteen years ago in order to devote himself to the task of producing in English a really worthy and authentic account of the Sikh religion. In his long task he has had the assistance of the leading Sikh scholars of the chief Rajas of the Sikh States in the Punjab. Every sentence has been pondered and considered by a committee of Sikh translators; to get the correct sense of the original, and has been rendered, as far as possible, into the idiom of the Sikh, with the assistance of English idiom. This is a great advantage, and should receive a welcome from all who appreciate such a monument of literary devotion.

The Indian Government has been hampered in some degree in its attitude towards the book by its traditional position of absolute impartiality towards all the native religions of India, and for that reason has not so far consented to subsidise it, though that step is still under consideration. The Sikh Prince, however, have lent their assistance, the Government of Bombay has ordered £200 worth of copies for his State, and the Punjab Government has promised to subsidise for a large number of copies. These facts show how important the work is considered within the bounds of India itself; but the labour and expense of compiling it has fallen on a single individual, Mr. Macauliffe, and the risk of producing it has fallen on that generous and public-spirited body, the Clarendon Press. It can hardly be hoped that a work of this size and character can aim at the circulation of a popular novel, or even of a historical biography, but it is to be hoped that the public will see that it does not lack its due measure of support.

The book itself is chronological in order, giving the lives of all the Gurus consecutively, with the hymns that each composed in the order of composition. The first Guru, Nanak, the founder of the Sikh religion, appears in the first volume, together with all his writings, and the fifth Guru, Govind Singh, the militant reformer of the Sikhs, has the fifth volume, and so forth. This disposition does not give the Granth the same consecutive connectedness as our Bible, but it gives in the best possible perspective the historical, biographical, and philosophical development of the Sikh religion, and to the student of history, the student of nationalities, and the student of literature it should prove hardly less fascinating.—LAL WELLS LIPSETT in the *Pall Mall Gazette*.

NIAGARA PERIL.

FOUR TOWNS IN DANGER.

Armed with more than a ton of dynamite, engineering experts of the United States Government at Niagara were engaged one day last month in a desperate effort to blast a channel through the twelve miles of solid ice piled in concentric masses and ranging in height from 20ft. to 70ft. above the normal level of the Niagara River.

The river was blocked at its outflow into Lake Ontario. The water and ice plunging over the Falls were pent up in the gorge between the Falls and the outflow, and the surface of the river was rising hourly.

The engineers' enterprise was looked upon as in the nature of a forlorn hope. If it failed, or if the wind did not change, nothing apparently can prevent the towns of Lewiston, Queenston, Youngstown, and Niagara-on-the-Lake, as well as hundreds of factories situated on the lower river, from being razed to the surface of the earth and swept tumultuously into Lake Ontario when the dam broke.

In all four towns the inhabitants, haggard with the loss of many nights' sleep, were standing before their homes prepared to take flight at a second's notice.

The ice was anchored solidly to the river bed. The flows were mixed with uprooted trees and giant boulders torn from the sides of the ravine. The ice extended back as far as the Whirlpool Rapids.

In the whirlpool itself, for the first time in history, gigantic slabs of ice formed a concave bridge, over which it was possible with the aid of a plank to walk. Beneath this extraordinary hourly hundreds of tons of fresh ice, battering ceaselessly at the obstruction, boring passages underneath, and lifting the Arctic superstructure inch by inch and foot by foot to still more amazing heights. Five feet only, according to the latest despatches, separated the ice from the platform of the Lewiston suspension bridge, which is 85ft. above the normal level of the river.

Directly beneath the falls fresh mounds of jagged hummocks 20ft. high were constantly forming and disappearing. It was a fascinating sight, received still more weird by the presence at the foot of the Bridal Veil Cataract of the body of a supposed suicide, which it is impossible to rescue.

Above the falls great electric-power plants were still intact, but their turbines were kept free from ice only by the frantic efforts of scores of men working day and night. It is the power station situated lower down the river whose existence was threatened.

The key to the situation was at the mouth of the river, where engineers exploded 500lb. of dynamite, sending showers of ice over the neighbouring villages, but apparently not affecting the jam. A thousand-pound charge was to be exploded later.

THERE IS SKILL AND THOROUGHNESS OF CONSTRUCTION

IN ALL

PIANOS

WE IMPORT

STAMPING THEM IN EVERY WAY

SUPERIOR VALUE

BUILT THROUGHOUT FOR

THIS CLIMATE.

ROBINSON PIANO CO. LTD.

136

CHILD ATE AN ENTIRE BOX OF CUTICURA

Spread on Some Crackers—Not the Slightest Injury Resulted from Little Fellow's Escapade—In Most Positive Way Ingredients of

CUTICURA PROVEN PURE SWEET AND HARMLESS

A New York friend of Cuticura writes the following interesting letter:—"My three year old son and heir, after being put to bed on a trip across the Atlantic, investigated the store-room and located a box of graham crackers and a box of Cuticura Ointment."

"When a search was made for the box, it was found empty and the kid admitted that he had eaten the contents of the entire box spread on the crackers. It cured him of a bad cold and I don't know what else."

No more conclusive evidence than the above could be offered that every ingredient of Cuticura Ointment is absolutely pure, sweet and harmless. It may be safely eaten by a young child, none but the necessary purifying results can be expected to attend its application to even the tenderest skin of youngest infant. This feeling is shared by mothers and nurses to such an extent that Cuticura Soap and Cuticura Ointment have for many years been unhesitatingly used throughout the civilized world for preserving, purifying and beautifying the skin, scalp, hair and hands of infants and children from the hour of birth. And greater still, if possible, is the confidence reposed in Cuticura Remedies for the treatment of torturing and disgusting humors of the skin and scalp. The suffering which they have thus alleviated among the young and the comfort they have afforded worn-out and worried parents have led to their adoption in countless homes as priceless agents in the speedy, permanent, safe and economical treatment of infantile and birth humors, eczemas, rashes, irritations, inflammations and chafes, and other itching, scaly and pimply humors when all other remedies suitable for children fail.

Cuticura Remedies are sold throughout the world. Depot, London, 27, Chancery Lane. Sole in the U.S.A., J.C. Watson & Co., 209, N. 4th St., New York. Agents, Hong Kong, 45, Queen's Road, Central. Sole in the U.S.A., J.C. Watson & Co., 209, N. 4th St., New York.

54-6

THE PROPOSED HOTEL FOR MANILA.

The contract for the erection of the new hotel on the Luneta extension has been signed and the work on the building is to be commenced within six months. A bond for the sum of P. 20,000 has been given for the due completion of the contract. The land has been leased for the period of 99 years at the end of which it reverts to the city together with the improvements thereon, on the payment by the city of the assessed value thereof.

The hotel building forms an essential part of the proposed scheme for the government conference, near the Luneta. The construction will be permanent and of dignified character and extremely simple. It will be three stories in height. Under the terms of the contract the building must be ready for occupancy within two years after the commencement of the construction.

The hotel will be arranged around three sides of an open court and its fourth side will be open to the sea. In this way the maximum number of rooms will have a view towards the water.

Provision will be made for about 200 bedrooms of an average size of 16 feet by 20 feet and a clear height of at least 13 feet, this being deemed very necessary in this climate. Private baths and closets will be provided for the most expensive rooms and suites and it is proposed to install a simple shower bath in every bedroom.

To balance that part of the extension destined for hotel purposes a similar extension, 600 by 300 feet has been provided at the north end of the extension adjoining the boulevard for club sites. The Army and Navy club is erecting a building to cost not less than P.200,000. The Elks will also erect an expansive club building there.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 5th Ed-Lieber's.

P.O. Box, 35. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

M. R. J. F. CA DA SILVA is no longer connected with our Canton Branch, and the authority given him to Sign our Firm per Procuration there has been withdrawn.

CRUZ, BASTO & Co.

Hongkong, 25th May, 1909. [780]

FOR SALE.

NO. 3, POLICE LAUNCH, built of Teakwood and Yacht, 1903. Length B.F. 70 feet, Breadth 13 feet, Depth 8 feet. Engines, Compound Surface Condensing with Cylinders 9" and 8" diam. by 12" stroke. Boiler, Cylindrical Multitubular, return tube type, 7 feet diam. by 8 feet long by 125 lbs. W.P. Accommodation for 2 Europeans forward and 13 natives aft.

Launch to be sold complete with all Appurtenances, including Dinghy, Anchors, Chains, &c.

Offers should be sent to the CAPTAIN SUPERINTENDENT OF POLICE.

Hongkong, 26th May, 1909. [781]

TO LET—FURNISHED.

FROM JUNE 15TH TO SEPTEMBER 30TH, 1909.

NO. 7, MACDONNELL ROAD. Equipped with Electric Light and Ceiling Fans.

Apply to—

HERBERT W. LOOKER, 1, Des Vaux Road Central.

Hongkong, 26th May, 1909. [782]

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the ELEVENTH ANNUAL ORDINARY MEETING of this Company will be held at the Office of the Hon. Sir PAUL CHATER, Kt., C.M.G. Victoria Buildings, 5, Queen's Road Central, on WEDNESDAY, 2nd June, at 12.15 p.m. for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 30th April, 1909.

The REGISTER of SHARES will be CLOSED on WEDNESDAY, 2nd June, both days inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, 26th May, 1909. [783]

"SHIRE" LINE OF STEAMERS, LTD.

FOR SHANGHAI NAGASAKI KOBE AND YOKOHAMA.

THE Steamship "SEQUIRA" Captain Hayes, will be despatched as above on or about the 8th June.

The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with Electric Light and carries a doctor and stewards.

For Freight, Passages, apply to—

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 26th May, 1909. [784]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, MID-DLEBORO, LONDON, AND STRAITS.

THE Company's Steamship

"CARDIGANSHIRE" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be stored at mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 31st inst., at 3 a.m., will be subject to suit.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 24th May, 1909. [779]

S.S. "SYDNEY."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or S.S. "Medoa" from Havre or S.S. "Vile de Lorient" or "Vile de Constantine" in connection with above Steamer are hereby informed that their goods with the exception of Treasures are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on piles intimation is received from the Consignees before 11 a.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after Tuesday, the 1st June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st June, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 1st June, at 3 p.m.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Agent.

Hongkong, 25th May, 1909. [2]

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 27th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of the goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by—

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 25th May, 1909. [768]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"CHINA" having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 31st May, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 31st May will be subject to suit.

Bills of Lading will be countersigned by—

SANDER, WIELER & Co., Agents.

Hongkong, 25th May, 1909. [3]

MAGISTRACY

IT IS HEREBY NOTIFIED that a

MEETING of the MAGISTRACY will be held at the Office of the Hon. Sir PAUL CHATER, Kt., C.M.G. Victoria Buildings, 5, Queen's Road Central, on WEDNESDAY, 2nd June, at 12.15 p.m. for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 30th April, 1909.

The REGISTER of SHARES will be CLOSED on WEDNESDAY, 2nd June, both days inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, 26th May, 1909. [783]

THE MANAGER of KENNEDY'S

STABLE begs to inform the residents of KOWLOON and district that provided sufficient support be forthcoming he will be prepared to establish a SHOEING FORGE at KOWLOON where Horses and Ponies can be shod by experienced Shanghai farriers on stated days to be arranged later.

Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge the Manager hopes that the Scheme will have general support.

Those desirous of availing themselves of the above are requested to send in their names and number of Horses and Ponies to the Undersigned.

G. W. GEGG, Manager, Kennedy's Stables.

Hongkong, 5th May, 1909. [705]

PUBLIC COMPANIES

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, in the Alexandra Buildings, 2, Des Vaux Road Central, on SATURDAY, the 29th day of May, 1909, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th May, to the 2nd June next, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 19th May, 1909. [747]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FOURTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its Registration) will be held at the Office of the Company in the Alexandra Buildings, 2, Des Vaux Road Central, on SATURDAY, the 29th instant, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1908.

The REGISTER of SHARES will be CLOSED from TUESDAY, the 25th instant, to TUESDAY, the 1st June, both days inclusive, during which period no transfer of Shares will be registered.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 20th May, 1909. [763]

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 2915, inclusive, fully paid-up, standing in the Register in the name of AUGUSTE PIERRE MARTY, deceased, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Office of the Company, Queen's Buildings, Victoria, Hongkong, before the 27th May, 1909, a new Certificate for the said shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

By Order of the Board of Directors,

GEO. A. CALDWELL, Acting Secretary.

Hongkong, 26th April, 1909. [669]

AUCTIONS

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions from the Official Liquidator, H. PERCY SMITH, Esq., Chartered Accountant, to Sell by Public Auction, TO-DAY (THURSDAY), the 26th May, 1909, commencing at 11 a.m. on the premises,

"THE IMPERIAL BREWERY,"

Situated in Wong-Nai-Chong Valley, AS A GOING CONCERN,

In One Lot.

If the Property is not sold in one lot, the PLANT, MACHINERY, GEAR, STOCK, &c., &c., will be sold in separate lots to suit purchasers.

For full particulars apply to—

Messrs. BRITTON & HETT, Solicitors.

Messrs. HASTINGS & HASTINGS, Solicitors.

Mr. H. PERCY SMITH, Chartered Accountant, or

Mr. GEO. P. LAMBERT, Auctioneer.

Hongkong, 20th May, 1909. [755]

PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned has received instructions from E. NIEDHARDT, Esq., to Sell by Public Auction,

TO-MORROW (THURSDAY), the 27th May, 1909, at 2.30 p.m., within his Residence, No. 11, Conduit Road,

RANFURLY, THE WHOLE OF HIS HOUSEHOLD FURNITURE

(Particulars from Catalogue).

On View To-DAY (WEDNESDAY), 26th May, 1909.

Terms:—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 26th May, 1909. [775]

PUBLIC AUCTION.

THE Undersigned has received instructions from Sir FRANCIS PIGOTT, Kt., to Sell by Public Auction,

On SATURDAY, the 29th May, 1909, at 2.30 p.m., within his Residence, The "EYRIE," No. 13, The Peak; (On expiry of Lease)

THE WHOLE OF HIS HOUSEHOLD FURNITURE,

Comprising—

TEAKWOOD HATSTAND with BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, POWELL'S BEST WAVEY GLASSWARE, DINNER WAGON, KOREAN BRASSWARE, DOUBLE TEAKWOOD WARDROBE with BEVELLED GLASS, DRESSING TABLES, MARBLE-TOP WASHSTANDS, WAKING and GILLOWS BRASS-MOUNTED BEDSTEPS with WIRE and HAIR MATTRESSES, JAPANESE CHEST-OF-DRAWERS, TIENTSIN CARPET (new), TIENTSIN RUGS, CARD TABLE, &c., &c.;

ALSO

One COTTAGE PIANO by The Robinson Piano Co.,

AND

A Few GOOD LAW BOOKS.

Catalogues will be issued.

Terms:—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 26th May, 1909. [776]

TO LET.

NO. 24, WYNDHAM STREET, containing 4 ROOMS.

Apply to—

E. A. C. F. CARVALHO, 14, Arbuthnot Road.

Hongkong, 5th May, 1909. [707]

TO BE LET.

DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong.

Apply to—

T. B. L., Care of "Daily Press" Office.

Hongkong, 11th May, 1909. [723]

TO LET.

LARGE OFFICE ROOM, on 2ND FLOOR of Prince's Building.

Moderate Rent.

Apply to—

C. C., Care of "Daily Press" Office.

Hongkong, 5th May, 1909. [706]

TO LET.

ROOMS suitable for Offices in No. 10, Ice House Street in rear of David Sassoon & Co.'s premises.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 1st May, 1909. [553]

TO LET.

NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"ERANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.

Apply to—

ARRATON V. APCAR & Co., 14, Des Vaux Road.

Hongkong, 3rd March, 1909. [399]

TO LET.

CONDUIT ROAD LEVEL A WELL FURNISHED ROOM with Bathroom attached, overlooking the Harbour, will be vacant on the 1st of June. For particulars address—

"ALPHA," Care of "Daily Press" Office.

Hongkong, 14th May, 1909. [50]

TO LET.

NO. 3, MORRISON HILL. Entry about 1st proximo.

Apply to—

Messrs. JARDINE, MATHESON & Co., Ltd.

Hongkong, 12th May, 1909. [727]

TO LET.

WELL FURNISHED SIX ROOM HOUSE on Higher Level for Rent. (Electric Lights and Fans).

Address—

A., Care of "Daily Press" Office.

Hongkong, 21st May, 1909. [765]

TO LET.

GODOWNS, No. 5A, DUDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st May, 1909. [98]

TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground.

No. 5, MOUNTAIN VIEW, Peak.

NEW FIVE ROOMED HOUSES in Shelley Street.

The EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909.

FEENSIDE No. 71, Peak. Unfurnished from 1st May, 1909.

CMS. PEAK BUNGALOW, furnished, Mount Kellett, from 1st April to end of June, 1909.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

BELLIOS TERRACE HOUSES, Robinson Road.

FOR SALE.—TOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 22nd April, 1909. [100]

TO LET.

UNFURNISHED—Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.

Apply to—

Messrs. PERCY SMITH & SETH, No. 5, Queen's Road Central.

Hongkong, 23rd February, 1909. [213]

TO LET.

FOUR and FIVE ROOMED HOUSES at Kowloon.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon.—Immediate Possession. Cheap Rentals.

OFFICES on the 1st Floor Hotel Mansions lately occupied by the Hongkong, Canton and Macao Steamboat Co., Ltd.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 24th March, 1909. [547]

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road Central.

Apply to—

S. J. DAVID & Co., Prince's Buildings.

Hongkong, 25th March, 1909. [513]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, suitable for above Purpose, EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 36 at PRAYA EAST. Approximate AREA 41000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply to—

GEO. FENWICK & Co., Ltd.

Hongkong, 8th June, 1906. [96]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply to—

CHATER & MODY, Victoria Buildings.

Hongkong, 1st February, 1909. [264]

TO LET.

WITH IMMEDIATE POSSESSION.

KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE AND FINANCE CO., LTD.

Hongkong, 18th January, 1908. [103]

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD. Six Roomed House with Out-house. Fine View of the Harbour. Possession from 1st July, 1909.

Apply to—

F. X. D'ALMADA & CASTRO, 33, Queen's Road Central.

Hongkong, 20th May, 1909. [753]

TO LET.

A HOUSE in Wong Nai Chong Road.

A HOUSE in RYAN TERRACE.

OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VEAUX ROAD CENTRAL, 3rd Floor.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st May, 1909. [97]

TO LET.

NO. 2, OLD BAILEY. Immediate Possession.

Apply to—

ARRATON V. APCAR & Co., 14, Des Vaux Road.

Hongkong, 8th May, 1909. [717]

TO LET.

SHIPPING.

ARRIVALS.
ARRATON APCAR. British str., 2931, A. Stewart, 25th May—Singapore 19th May, General—David Sassoon & Co.
CANTON. British str., 1173, A. B. Anderson, 25th May—Wohaiwei 19th May, General—Order.
FOOSHING. British str., 25th May—Canton.
GERMANIA. German str., 1741, C. Jurgensen, 25th May—Chefoo 19th May, General—Jensen & Co.
HAINUN. British str., 636, J. W. Evans, 25th May—Suez 24th May, General—Douglas, Leppack & Co.
HOLSTEIN. German str., 1105, P. Hong, 25th May—Hollis 20th May, Sugar—Jensen & Co.
HUPEN. British str., 25th May—Canton.
IYO MARU. Japanese str., 3918, S. J. G. Parsons, 25th May—Kobe 16th, Mohi 17th and Shanghai 22nd May, General—Nippon Yusen Kaisha.
LOOSOK. German str., 1020, P. Wittstock, 24th May—Bangkok 15th May, Rice—Butterfield & Swire.
MERPOO. Chinese str., 1339, J. McArthur, 24th May—Shanghai 21st May, General—C. M. S. N. Co.
RUBI. British str., 1519, R. W. Almond, 24th May—Manila 22nd May, General—Shewan, Tomes & Co.
SYDNEY. French str., 2498, Robinfat, 25th May—Marseilles 25th April, General—Messageries Maritimes.
TANASAKI MARU. Japanese str., 2943, A. Mackay, 25th May—Bomby 6th May, Cotton and Twist—Nippon Yusen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

25th May.
BRUSAR. British str., for Shanghai.
CHONGKING. British str., for Canton.
FOOSHING. British str., for Canton.
GERMANIA. German str., for Canton.
HUPEN. French str., for Hongkong.
HUPEN. British str., for Swatow.
IYO MARU. Japanese str., for Singapore.
KANABAY. German str., for Hongkong.
MEFOO. Chinese str., for Canton.
SILVER. German str., for Singapore.
TANASAKI. British str., for Chaofo.
TELEGRAPH. British str., for Shanghai.

DEPARTURES.

24th May.
AMIRAL EXELMANS. French str., for Shanghai.
BRUSAR. British str., for Canton.
CHONGKING. British str., for Canton.
GERMANIA. German str., for Canton.
HUPEN. French str., for Hongkong.
HUPEN. British str., for Swatow.
IYO MARU. Japanese str., for Singapore.
KANABAY. German str., for Hongkong.
MEFOO. Chinese str., for Canton.
SILVER. German str., for Singapore.
TANASAKI. British str., for Chaofo.
TELEGRAPH. British str., for Shanghai.

SHIPPING REPORTS.

The British str. *Hainun* reports: Light Westerly wind and overcast with rain.
 The British str. *Bubi* reports: Light variable winds and smooth sea to latitude 19 degrees North hence moderate N.E. swell, dull with passing rain squally.

VESSELS IN DOCK.

May 25th.
ABERDEEN DOCK.—Scandin, Helm, Onany, Electric Bath, Sunatra, Chenan, Hongkong.
COSSMOFOLITAN.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
PIUME AND TRIESTE (Direct).
Callings at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID.
 (Taking Cargo through routes to the BRITISH INDIAN OCEAN, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).
THE Company's Steamship
"CHINA"
 Captain Bergdahl, will be despatched as above TO-DAY, 26th inst., at Noon.
 This Steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.
 For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
 Agents,
 Princes' Buildings,
 Hongkong, 25th May, 1909. [5]

HONGKONG—BOSTON & NEW YORK.
AMERICAN ASIATIC STEAMSHIP Co.
 For BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast).
S.S. "INDRANI" ... On 15th June.
 For Freight and further information apply to—
SHAW, TOMES & Co.,
 General Agents,
 Hongkong, 25th May, 1909. [777]

REGULAR STEAMSHIP SERVICE
 (WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.
 For NEW YORK.
S.S. "PATHAN" ... On 23rd June.
 For Freight and further information, apply to
DODWELL & Co., Ltd.,
 Agents,
 Hongkong, 25th May, 1909. [699]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	OSANA	Brit. str.	—	T. H. Hild, R.N.R.	P. & O. S. N. Co.	On 29th inst., at Noon.
LONDON & ANTWERP VIA MANILA, &c.	OSANA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	About 2nd June.
ANTWERP, ROTTERDAM & HAMBURG, &c.	OSANA	Brit. str.	—	Barrett	JARDINE, MATHESON & Co., Ltd.	On 18th June.
BREMEN, HAMBURG & ROTTERDAM, &c.	OSANA	Ger. str.	k.w.	Brahmer	HAMBURG-AMERICA LINE	On 8th July.
HAVRE & HAMBURG VIA STRAITS, &c.	OSANA	Ger. str.	k.w.	Selmer	HAMBURG-AMERICA LINE	On 8th June.
HAVRE & HAMBURG VIA STRAITS, &c.	OSANA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERICA LINE	On 17th June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	V. Dohren	HAMBURG-AMERICA LINE	On 22nd June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Broc	HAMBURG-AMERICA LINE	About 8th June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	N. Nielsen	NIPPON YUSEN KAISHA	On 8th June, at 1 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Porcella	NIPPON YUSEN KAISHA	On 8th June, at D'light
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	F. F. Cope	NIPPON YUSEN KAISHA	About 2nd June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	F. F. Cope	TOYO KISEN KAISHA	On 1st June, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	F. F. Cope	MELCHERS & Co.	On 2nd June, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	SANDER, WIELER & Co.	To-day, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	DODWELL & Co., Ltd.	On 23rd June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	CANADIAN PACIFIC B. Co.	On 16th June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	CANADIAN PACIFIC B. Co.	On 14th July, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	DODWELL & Co., Ltd.	On 3rd June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	NIPPON YUSEN KAISHA	On 8th June, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	GIBB, LYTHGON & Co.	On 28th inst., at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	NIPPON YUSEN KAISHA	On 11th June, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	NIPPON YUSEN KAISHA	On 15th June, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	MELCHERS & Co.	On 18th June, at 10 A.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	NIPPON YUSEN KAISHA	On 8th July, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	JARDINE, MATHESON & Co., Ltd.	About 28th inst.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	NIPPON YUSEN KAISHA	On 28th inst., at 5 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	NIPPON YUSEN KAISHA	On 4th June, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	NIPPON YUSEN KAISHA	On 8th June, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	BUTTERFIELD & SWIRE	On 1st June, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	JARDINE, MATHESON & Co., Ltd.	On 4th June, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	NIPPON YUSEN KAISHA	To-morrow.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	P. & O. S. N. Co.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	DAVID SASSOON & Co., Ltd.	On 25th inst., at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	HAMBURG-AMERICA LINE	On 28th inst.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	BUTTERFIELD & SWIRE	On 30th inst., at D'light
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	JARDINE, MATHESON & Co., Ltd.	About 3rd June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	P. & O. S. N. Co.	On 2nd June, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	BUTTERFIELD & SWIRE	On 6th June, at D'light
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	JARDINE, MATHESON & Co., Ltd.	On 7th June, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	MESSAGERIES MARITIMES	On 7th June, 2 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	JARDINE, MATHESON & Co., Ltd.	About 8th June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	HAMBURG-AMERICA LINE	On 8th June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	MELCHERS & Co.	Quick despatch.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	JAVA-CHINA-JAPAN LINE	To-day, at 10 A.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	OSAKA SHOKEN KAISHA	On 30th inst., at 10 A.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	DOUGLAS LAFRAIX & Co.	To-day, at 8 A.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	DOUGLAS LAFRAIX & Co.	To-day, at 1 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	DOUGLAS LAFRAIX & Co.	On 28th inst., at 1 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	SHAW, TOMES & Co.	On 29th inst., at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	JARDINE, MATHESON & Co., Ltd.	On 4th June, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	SHAW, TOMES & Co.	On 1st June, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	BUTTERFIELD & SWIRE	On 1st June, at 3 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	BUTTERFIELD & SWIRE	On 15th June, at 3 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	MELCHERS & Co.	On 1st June, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	NIPPON YUSEN KAISHA	Beginning of June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	BUTTERFIELD & SWIRE	On 3rd June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	JARDINE, MATHESON & Co., Ltd.	On 15th June, at Noon.
MARSEILLES, HAVRE & COPENHAGEN, &c.	OSANA	Ger. str.	k.w.	Borguggian	JAVA-CHINA-JAPAN LINE	Quick despatch.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., SEATTLE & TACOMA
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	6232	W. Shotton	On 3rd June.
OCEANO	4537	F. W. Davis	On 1st July.
KUMERIC	6232	J. Matheson	On 24th July.
ATYMERIC	4537	J. Boyd	On 26th August.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS.

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ WALDEMAR"	About Saturday, 29th May.
KUDAT & SANDAKAN	"BORNEO"	Beginning of June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ EITELFRIEDRICH"	Wednesday, 2nd June, at Noon.
SHANGHAI, NAGASAKI, KOBE	"PRINZ REGENT LUITPOLD"	About Friday, 3rd June.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Friday, 18th June, at 10 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 21st May, 1909.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong: "EMPRESS OF JAPAN" Sat., 12th June. "EMPRESS OF CHINA" Sat., 3rd July. "MONTEAGLE" Wed., 14th July. "EMPRESS OF INDIA" Sat., 21st July. "EMPRESS OF JAPAN" Sat., 14th Aug.
 From Quebec: "ALLAN LINER" Friday, 9th July. "EMPRESS OF IRELAND" Fri., 30th July. "ALLAN LINER" Friday, 20th Aug. "EMPRESS OF BRITAIN" Fri., 10th Sept.

"Empress" Steamships leave HONGKONG at 6 P.M. "Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York 27.10 Intermediate on Steamers) 243 ... 245. 1st and 2nd Class Railway) 243 ... 245.

First Class route to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	On 7th June, 5 P.M.
"MARSEILLES VIA PORTS"	"POLYNESIE"	On 8th June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC"	On 21st June, 5 P.M.
"MARSEILLES VIA PORTS"	"SYDNEY"	On 22nd June, 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27/10s. up to 27/10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For further Particulars, apply to—

P. DE CHAMPORIN, AGENT,
 Queen's Building.

Hongkong, 24th May, 1909.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM"
 Captain St. John George, will be despatched as above on FRIDAY, 26th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Agents,
 Hongkong, 24th May, 1909. [721]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATON APCAR."
 Captain A. Stewart, will be despatched for the above Ports on SATURDAY, the 29th inst., at Noon.

This Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN (Occupying 24 Days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.

Fare for round trip \$120.
 For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
 Agents,
 Hongkong, 21st May, 1909. [768]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	On 27th May, Noon. Freight and Passage.
LONDON VIA USUAL PORTS	OCEANA	On 29th May, Noon. See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MANZEL	SOMALI	About 2nd June. Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SIMLA	About 4th June. Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 26th May, 1909.

CHINA NAVIGATION CO., LD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YINGCHOW"	On 27th May, 4 P.M.
SINGAPORE	"HUPEH"	On 27th May, 4 P.M.
SHANGHAI	"ANHUI"	On 30th May, 4 P.M.
MANILA	"KAIPONG"	On 1st June, 3 P.M.
CEBU and LOILO	"CHIHLI"	On 1st June, 4 P.M.
WELHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 1st May, 4 P.M.
SHANGHAI	"CHINHUA"	On 3rd June, 4 P.M.
SHANGHAI	"LINAN"	On 6th June, 4 P.M.
MANILA	"TEAN"	On 15th June, 3 P.M.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

11

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN"	AMOI & FOCHOW.	WEDNESDAY, 26th May, at 8 A.M.
"HAIMUN"	SWATOW	WEDNESDAY, 26th May, at 1 P.M.
"HAIYANG"	SWATOW, AMOI & FOCHOW.	FRIDAY, 28th May, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 24th May, 1909.

10

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
ANPING VIA SWATOW, & AMOI	"SOSHU MARU" Capt. K. Sugi	WEDNESDAY, 26th May, at 10 A.M.
TAMSIU VIA SWATOW, & AMOI	"DAIJIN MARU" Capt. Y. KUDURAKI	SUNDAY, 30th May, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

13

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
FOOCHOW	"FOOSHING"	Wed. day, 26th May, Noon.
SINGAPORE & SAMARANG	"HOPSANG"	Wed. day, 26th May, Noon.
SINGAPORE & SOERABAYA	"ONSANG"	Saturday, 29th May, Noon.
SHANGHAI	"CHOYSANG"	Monday, 31st May, Noon.
TIENTSIN via TINGTAI & CHEFOO	"CHEONGSHING"	Friday, 4th June, Noon.
MANILA	"YUNSHANG"	Friday, 4th June, 4 P.M.
KOBE	"HINSANG"	Friday, 4th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MANILA	"FOOKSANG"	Monday, 7th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 15th June, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSHANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 26th May, 1909.

16

HONGKONG-MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
BURI	2540	R. W. Almond	Manila	On 29th May, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 5th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 20th May, 1909.

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, YOKOHAMA & KOBE:	
S.S. ISTRIA	29th May
S.S. BRASILIA	9th June
S.S. SEGOVIA	22nd June
S.S. C. FRED. LARSEN	26th June
S.S. SLAVONIA	10th July
S.S. ANDALUSIA	18th July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 22nd May, 1909.

Hongkong Office.

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EAST ASIATIC CO., LD.
COPENHAGEN, SINGAPORE, HANGKONG & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LD.
GOTHENBURG.PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"CANTON"	About 6th June.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.

For Further Particulars apply to

MELOCHERS & CO.,
AGENTS.

Hongkong, 24th May, 1909.

6

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUERZ AND PORT SAID.

THE Co.'s NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KITANO MARU	(Capt. F. F. COPE)	About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June.
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 23rd July.
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 8th May, 1909.

93

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	WAKASA MARU Capt. N. Nielsen	6500	WEDNESDAY, 9th June, at Daylight
VICTORIA, B.C. and SEATTLE, via SINGAPORE, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA.	*TOSA MARU Capt. T. Harrison	6000	TUESDAY, 8th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	NIKKO MARU Capt. M. Yagi	6000	FRIDAY, 11th June, at Noon.
SHANGHAI, MOJI and KOBE.	KUMANO MARU Capt. N. Mathieson	6000	FRIDAY, 9th July, at Noon.
	TAKASAKI MARU Capt. A. Mocker	5000	THURSDAY, 27th May, at 5 P.M.
KOBE and YOKOHAMA.	KAWACHI MARU Capt. E. Petersen	5500	FRIDAY, 23rd May, at 5 P.M.
BOMBAY via SINGAPORE and COLOMBO.	MOYORI MARU Capt. J. C. Richards	4500	THURSDAY, 3rd June, at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA.	MISHIMA MARU Capt. A. E. Moses	9000	FRIDAY, 4th June, at Noon.
NAGASAKI, KOBE and YOKOHAMA.	KUMANO MARU Capt. N. Mathieson	6000	WEDNESDAY, 9th June, at Noon.

* Calling at Keelung.

† Fitted with New System of Wireless Telegraphy.

† Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 24th May, 1909.

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JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of June	JAVA	First half of June
TJILATJAP	JAVA	First half of June	SHANGHAI	First half of June
TJILLWONG	JAVA	First half of June	JAPAN	First half of June
TJIPANAS	JAVA	Second half of June	SHANGHAI	First half of June
TJIKINI	JAVA	Second half of June	JAPAN	First half of June
TJIMAH	JAVA	First half of July	SHANGHAI	First half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 24th May, 1909.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, etc., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6000 tons gross	Sail June 1st, at Noon.
S.S. MANSU MARU	5000	July 1st, at Noon.
S.S. AMERICA MARU	6000	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000	Oct. 26th, at Noon.
S.S. MANSU MARU	5000	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yokohama.

Hongkong, 5th May, 1909.

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SOUTH MANCHURIA RAILWAY CO.



SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Sakiko Maru" (2877 tons each) as follows:—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	
Arrive—Dairen	Sunday	Monday or Tuesday	
Leave—Dairen	11 a.m.	Friday	
Arrive—Mukden	8.50 p.m.	"	
Leave—Mukden	9.15 p.m.	"	
Arrive—Changchun	5 a.m.	Monday	Wednesday
Leave—Changchun (Russian Train)	6.55 a.m.	"	Saturday
Arrive—Harbin	3 p.m.	"	"

Connecting at Harbin with

State Express for Moscow.

Wagon-Lits for Moscow.

State Express for St. Petersburg.

SOUTH-BOUND.			
Leave—Harbin (Russian Train)	9 a.m.	Tuesday	Thursday
Arrive—Changchun	6 p.m.	"	Saturday
Leave—Changchun	7 p.m.	"	"
Arrive—Mukden	2.10 a.m.	Wednesday	Friday
Leave—Mukden	2.30 a.m.	"	Sunday
Arrive—Dairen	12.30 p.m.	"	"
Leave—Dairen (Steamer)	afternoon	"	Sunday
Arrive—Shanghai	"	Friday	Tuesday

* Russian Train time is 25 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add. "YAMATO") At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add. "MANCHURIA" Codes: A.B.C., 5th Ed., A.I. and Lieber's. [137-722]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VŒUX ROAD, HONGKONG.

Japan Office:
14, WATER STREET, YOKOHAMA.

759]

NATAL LINE OF STEAMERS.

The Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1898.

9

KEATING'S POWDER

BUGS FLEAS
MOTHS BEETLES

TINS & BOTTLES ONLY.

APIOLINE
(CHAPOTEAU)

LADIES' SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royals.

CHAPOTEAU, 8, rue Vivienne, Paris.

Sold by all Chemists.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Approximate times of closing mails at Shanghai via Dalny and Siberia.
29th May ... at 8.50 p.m.
3rd June ... at 8.00 a.m.

The *Delhi*, with the English mail of the 30th April, left Singapore on Saturday, the 22nd instant, at 8.30 a.m., and may be expected here to-day, at 3 p.m. This packet brings replies to letters despatched from Hongkong on the 30th March, and the parcel mails closed in London for despatch by the all sea route on the 21st of April and for despatch overland on the 28th of April.

FOR	PER	DATE
Haiphong	Carl Diederichsen	Wednesday, 26th, 8.00 a.m.
Swatow, Amoy and Ningpo	Sosha Maru	Wednesday, 26th, 9.00 a.m.
Singapore and Samarang	China	Wednesday, 26th, 11.00 a.m.
Swatow	Hopang	Wednesday, 26th, 11.00 a.m.
Shanghai, Mojibaid Kobe	Huaima	Wednesday, 26th, Noon.
SHANGHAI	Delhi	Wednesday, 26th, 1.15 p.m.
SIBERIAN MAIL TO EUROPE	Delhi	Wednesday, 26th, 1.15 p.m.
Macao	Delhi	Thursday, 27th, 11.00 a.m.
Singapore	Delhi	Thursday, 27th, 1.15 p.m.
Shanghai	Delhi	Thursday, 27th, 3.00 p.m.
Shanghai and Yokohama	Delhi	Thursday, 27th, 5.00 p.m.

BORDEAUX CHEAP CLARET.

We are offering this claret to our customers and the public as a right wine for ordinary daily use, and we assure them that this brand is far superior in Quality and Cheaper in Price than any other low priced brand of claret to be obtainable in the market.

VIN ORDINAIRE (CORTES CASTILLION)

PRICE \$5.50 2 DOZ. PINTS.

\$4.50 1 " QTS.

SAMPLE ON APPLICATION.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

TO-DAY.

Sole, The Imperial Brewery, Wong-Nel-Chong Valley, Mr. Geo. P. Lummett, 11 a.m.

TO-MORROW.

Sole, Valuable Household Furniture, No. 11, Conduit Rd., "Ranfurly," Messrs. Hughes & Hough, 2.30 p.m.

COMMERCIAL.

EXCHANGE.

CLOSING QUOTATIONS. May 25th.

ON LONDON—

Telegraphic Transfer 1/9 1/2

Bank Bills on demand 1/9 1/2

Bank Bills at 30 days sight 1/9 1/2

Bank Bills at 4 months sight 1/9 1/2

Credits at 4 months sight 1/9 1/2

Documentary Bills at 4 months sight 1/9 1/2

ON PARIS—

Bank Bills on demand 22 1/2

Credits at 4 months sight 22 1/2

ON GERMANY—

On demand 18 1/2

ON NEW YORK—

Bank Bills on demand 43 1/2

Bank Bills at 60 days sight 44 1/2

ON BOMBAY—

Telegraphic Transfer 133 1/2

Bank on demand 133 1/2

ON CALCUTTA—

Telegraphic Transfer 133 1/2

Bank on demand 133 1/2

ON SHANGHAI—

Bank at sight 74 1/2

Private, 30 days sight 75 1/2

ON YOKOHAMA—

On demand 66 1/2

ON MANILA—

On demand 76 1/2

ON SINGAPORE—

On demand 106 1/2

ON HONGKONG—

On demand 94 1/2 p.m.

ON SAIGON—

On demand 94 1/2 p.m.

ON BANGKOK—

On demand 64 1/2

SOVEREIGNS, Bank's Buying Rate \$11.15

GOLD LEAF, 100 fine, per tael \$58.40

BAR SILVER, per oz. 24 1/2

SUBSIDIARY COINS.

Chinese ... 20 cents pieces ... \$7.66 discount.

Chinese ... 10 " ... \$8.50 "

Hongkong ... 20 " ... \$6.80 "

Hongkong ... 10 " ... \$7.10 "

OPIUM.

May 25th.

Quotations are:—

Malwa New ... \$1,090/1,140 per picul.

Malwa Old ... \$1,150/1,160 "

Malwa Older ... \$1,170/1,190 "

Malwa V. Old ... \$1,200/1,220 "

Persian fine quality ... \$1,020/1,050 "

Persian extra fine ... \$850/900 "

Patna New ... \$1,075 per chest.

Patna Old ... \$1,100 "

Benares New ... \$1,100 "

Benares Old ... \$1,100 "

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. str. *Delhi* left Singapore for this port on the 22nd instant at 8.30 a.m. with the outward English Mails, and is due here to-day at about 3 p.m.

THE INDIAN MAIL.

The *Apur* str. *Gregor* left Singapore for Yokohama and Kobe, left Moji on the 22nd inst. morning and may be expected here to-morrow morning.

The *Apur* str. *Catherine* left Singapore for Calcutta left Singapore on the 22nd inst. afternoon, and may be expected here on or about the 29th instant.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Waldemar* left Sydney on Thursday, the 6th instant at 4 p.m., and may be expected here on or about Friday, the 28th inst.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Regent Luitpold* carrying the German Mails with dates from Berlin of the 5th inst., left Colombo on Sunday the 23rd inst. a.m., and may be expected here on or about Thursday the 3rd prox.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Vancouver p.m. on the 13th inst. for Hongkong via the usual Ports of Call.



NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR

150 YEARS.

THE SAME TO-DAY

AS IN

1745

BEWARE OF WHISKIES

Sold under Similar Names

Known in Hongkong

for

Half a Century.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & CO.,

and from ALL WINE MERCHANTS.

THE MOST CELEBRATED CIGARETTES IN THE WORLD

"THREE CASTLES"

MANUFACTURED FROM THE HIGHEST GRADES OF BRIGHT VIRGINIA

TOBACCO & PACKED IN AIR-TIGHT TINS OF 50.

ASK FOR MAGNUMS (HAND MADE)

75 CENTS PER TIN OF 50.

SOLD EVERYWHERE.

W. D. & H. O. WILLS

BRISTOL & LONDON.

SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 25TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$980.
National Bank of China, Limited	99,925	\$7	\$6	\$51, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10 1/2, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$13, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$6, buyers
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$9 1/2, sales
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 122.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$8 1/2.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 89.
Laon-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 109.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 400.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$16 1/2, sellers
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$58, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$65, sales
New Amoy Dock Co., Limited	10,000	\$6 1/2	\$6 1/2	\$9 1/2, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 84.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 157.
FEARWICK & CO., LIMITED	18,000	\$25	\$25	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$9.80, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$18 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$30	all	\$71, (old)
Hongkong Ice Company, Limited	8,000	\$25	all	\$42, (new) set.
Hongkong Ropes Company, Limited	5,000	\$25	all	\$155, sellers
Hongkong Steam Manufacturing Co., Limited	60,000	\$10	all	\$24, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$197 1/2.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$110, buyers
China Traders Insurance Co., Limited	24,000	\$83 1/2	\$25	\$85 1/2, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$345, sal. & buy.
North-China Insurance Co., Limited	10,000	\$15	\$5	\$104, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$845 1/2.
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$225 1/2.
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$105, buyers
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$30.
Kowloon Land and Building Co., Ltd.	6,000	\$10	\$10	\$120.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120.
West Point Building Co., Limited	12,500	\$50	\$50	\$44.
MINING.				
Société Française des Charbon du Tonkin	16,000	Fcs. 250	all	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$94, buyers
PEAK TRAMWAYS CO., LIMITED	25,000	\$10	all	\$14, buyers
Philippine Co., Limited	50,000	\$10	\$1	\$2, sellers
Robinson Piano Co., Limited	75,000	\$10	\$10	\$8, sellers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$145, sales
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$16, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$36.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$31 1/2, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$48, sellers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$60 1/2, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$26, buyers
South China Morning Post, Limited	10,000	\$10	\$5	\$15, buyers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$4, sellers
Union Waterboat Co., Limited	20,000	\$5	\$5	\$5 1/2, sellers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12.
Wm. Poyell, Limited	15,000	\$7	\$7	\$3, buyers
Watkins, Limited	10,000	\$10	\$10	\$3 1/2, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$100, buyers
Weissmann, Limited	175	\$10	\$4	\$13, buyers
United Asbestos Oriental Agency, Limited	9,900 cwt.	\$10	\$10	\$230.
Union Waterboat Co., Limited	100 cwt.	\$10	\$10	\$10 1/2, buyers

Loans. Amount. Value. Interest. Quotation.

Chinese Imperial—1886 Tls. 767,200 Tls. 250 7 1/2 p. annum Par.

VERNON & SMYTH, Share-Brokers.

STEAMERS PASSED THE CANAL.

May 1st—*Albena*, Menelaus, Kowloon Maru.
5th—*Banana*, Cyprian, 8th—*Glenash*, Sunda.
Cathay, 12th—*Benledi*, Flinthshire, Sunda.
Bedouin, 15th—*P. R. Luipold*, Siam, 15th.
Norman Prince, Benlauer, Tourane, Sunda.
Maru, 17th—*Delayed* thru Mutillation Denon.
Glenroy, 19th—*Perous*, Kaitou, 22nd—*Ernest*, Siam, Malta, Hyson, Mishima Maru.
Pak Ling, Begonia.

ARRIVALS AT HOME.

May 21st—*Goben*, *Forwards*, *Surga*, *Hitchi* Maru.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 24th

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.78	29.81	29.72
Temperature	76	80	81
Humidity	95	80	81
Wind Direction	E	—	NW
" Force	2	0	1
Weather	0	0	0
Rain	0	0	0

Highest open air Temperature on 24th.....77

Lowest open air Temperature on 24th.....73

SHIPPING IN PORT.

STEAMERS.

ASIA, British str., 5,432, H. Cankrager, 23rd May—San Francisco 24th April & Shanghai 20th May, Mails and General—P. M. S. S. Co.	BRITANNIA, British str., 2,315, S. L. Sorey, 24th May—Singapore 18th May, General—Dodwell & Co.	CARDIGANSHIRE, British str., 2,689, W. O. Tyers, 24th May—London 8th April, General—Jardine, Matheson & Co.	CARL DIEDERICHSEN, German str., 774, J. Kayser, 24th May—Haiphong & Hoihow 23rd May, General—Jensen & Co.	CHENAN, British str., 1,047, Brown, 19th May—Shanghai 16th May, General—Butterfield & Swire.	CHINA, Austrian str., 3,168, G. Bergughan, 23rd May—Shanghai 20th May, General—Sander, Wieler & Co.	CHUNSIANG, British str., 1,418, W. E. Saver, 22nd May—Wuhu and Linkiang 18th May, General—Jardine, Matheson & Co.	CLARA JENSEN, Ger. str., 1,103, J. Bendixen, 19th May—Wuhu 14th May, General—Jensen & Co.	DEBENTY, British str., 1,652, J. Jenkins, 19th May—Saigon 15th May, General—Chinese.	DEVATONGS, Ger. str., 1,050, Fr. Behrvaldt, 24th May—Bangkok 16th via Swatow 23rd May, Rice—Butterfield & Swire.	RISZUM BACH, German str., 1,231, L. von Schimpf, 22nd May—Pelew Island 14th May—North German Lloyd.	FOOSHING, British str., 1,423, E. Woolley, 17th May—Wuhu and Chinkiang 14th May, Rice and General—Jardine, Matheson & Co.	GLENLOGAN, British str., 3,809, McGregor, 21st May—Fochow 19th May, General—McGregor, Bros. & Co.	HAILAN, French str., 377, O. A. Hoeg, 22nd May—Hoihow 21st May, General and Pigs—A. R. Marty.	HAIYAN, British str., 1,183, J. S. Roach, 23rd May—Swatow 22nd May, General—Douglas, Lapraik & Co.	HALDIS, Norwegian str., 1,065, N. Solberg, 24th May—Swatow 23rd May, General—Order.	HALLAND, Norwegian str., 1,066, R. Ronneberg, 22nd May—Moji 16th May, Coal—Asgaard, Thorsen & Co.	HANTANG, British str., 1,270, Trowbridge, 1st May—Wuhu 27th April, Rice & General—Butterfield & Swire.	HEIM, Norwegian str., 758, A. Erickson, 13th May—Bangkok 5th May, Rice—Yuen Fat Hong.	HELICOLA, British str., 2,276, J. W. Martin, 21st May—Chingwangtao 15th May—Gibb, Livingstone & Co.	HONGKONG MARU, Japanese str., 3,453, H. S. Smith, 19th May—Moji 14th May, Coal and General—Toyo Kisen Kaisha.	HOPKING, British str., 1,359, J. M. Hay, 16th May—Labuan 10th May, Coal—Jardine, Matheson & Co.	HUPPE, British str., 1,205, H. Mathias, 15th May—Shanghai 12th May, General—Butterfield & Swire.	KIOWA, German str., 1,115, T. Kohler, 23rd May—Bangkok 16th May, Rice and wood—Butterfield & Swire.	KIYUNAG, British str., 1,123, Robertson, 21st May—Wuhu 16th May, Rice—Butterfield & Swire.	KNIVBERG, German str., 642, H. Niejahr, 24th May—Swatow 23rd May, General—Jensen & Co.	KOHCHANG, German str., 1,292, Benefsky, 21st May—Bangkok 13th May, Rice—Butterfield & Swire.	KWANTUNG, Chinese str., 1,536, W. H. Lunt, 21st May—Shanghai 18th May, General—Chinese.	LOOSCH, German str., 1,020, G. Schulten, 20th April—Bangkok 12th and Swatow 19th April, Rice and Salt—Butterfield & Swire.	LOYAL, German str., 1,237, Fr. Natkins, 21st May—Sibeto (N. Borneo) 13th May, Coal—Sander, Wieler & Co.	LYSTON, German str., 1,255, J. Bohman, 16th May—Wuhu 11th May, Rice—Hamburg-Amerika Linie.	MATILDE, German str., 891, A. P. Ulderup, 22nd May—Newwang and Chiefo 17th May, General—Jensen & Co.	MONTEIRO, British str., 2,886, R. Glegg, 22nd May—Moji 16th May, Coal—Dodwell & Co.	MOYORI MARU, Jap. str., 3,700, I. P. Richards, 27th April—Bombay and Singapore 20th April, General—Nippon Yusen Kaisha.	NIPPON, Swedish str., 4,016, C. A. Paulsen, 18th May—Singapore 12th May, General—Melchers & Co.	OANTA, British str., 5,809, W. Cape Lyceit, 18th May—Bangkok 18th April, Flour and Lumber—Butterfield & Swire.	ONSANG, British str., 1,787, E. S. Woolley, 9th May—Hongy 6th May, Coal and Cement—Jardine, Matheson & Co.	PHRANANG, German str., 1,05
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